'compartment', to allow for possible trim angles on the sea bed. These connections would be different to the standard salvage assembly in that the material would have high corrosive resistance (possibly inconel) and be insulated from the hull to reduce galvanic effects on the fasteners. Each assembly would consist of an air inlet valve based upon the new Portsmouth Aviation design, which can be connected by JIM or ROV, and two de-watering connections with internal standpipes. One would be large bore, and would be led to some point above keel level which would leave a small amount of water in the hull ($\sim$ 100 ton). The other would be smaller, and would be led to the lowest practical level, for final de-watering when the hull reaches the surface. The air connection would have a cap capable of resisting external sea pressure during the descent, but no isolating valve. The large de-watering connection would have an external ball valve, which would be opened to flood the hull, and left open. The small de-watering connection would have a blanking cap which could be burnt off if seized. For final de-watering at the surface, the ball valve on the large connection would be shut if operable, blanked if not. Model tests may be needed to establish the best stand-pipe layout to cope with angles of heel.

TRANSPORT FROM STORAGE SITE

This would be by semi-submersible barge or floating dock, as neither the MSTs or towing arrangements could be assumed to be operational.